

COMMAND IGNORED

**Ordered
to Return
to Work**

**By the
Supreme
Officers**

**Strikers
Refuse to
Comply**

HIGH UNION OFFICIALS ON WAY HERE

Valient Effort Made by Citizens to Bring About a Settlement of the Difficulties Between Railroad and Employes--Conferences Come to Naught as Railway Officials Say Nothing to Arbitrate, Men Having Been Discharged--Mail Sent Out Yesterday.

The strikers on the railroad have been ordered to return to work by the heads of the national bodies, and they have refused. An attempt has been made to arbitrate the matter, and it has failed. A committee has come here from Goldfield to demand of the railroad that the men be put back to work, and their demands be conceded. The committee went back to Goldfield after expressing the sentiment that the men were wrong and the railroad right. The sense of a meeting of the citizens of Tonopah is that the railroad is right. The men themselves admit that they are in the wrong, and in the next breath declare that they are right, and insist upon the reinstatement of Conductor Cowan, who was discharged for alleged insubordination, in refusing to take out the ore train.

This was the condition of affairs last night after a strenuous day put in by everybody interested. In addition to this the day started out by the men being dismissed from the service of the railroad. Notices were posted to the effect that they might report as individuals.

A mass meeting was called yesterday morning under the auspices of the Tonopah Board of Trade. It was held in the board room of the stock exchange, and the committee of strikers were invited to participate in the deliberations, and to present their side of the case. Charles Schrader, chairman of the grievance committee, made a long statement of their relations with the railroad. He said that the status of Conductor Cowan was only a side issue, that the trouble originated over the hospital relief association, and the removal of Road Foreman of Engines Hardy.

The chairman was asked if the two propositions referred to had not been settled, to which answer was made in the affirmative. He was also asked if it was not a fact that the men had been ordered by their grand lodge officers to return to work, to which he replied that the question at issue was not a union matter.

A committee, consisting of C. H. McIntosh, L. L. Mushett and James J. Degan, was appointed to confer with both sides to ascertain if the matter could not be left to arbitration, the railroad to appoint one member of a committee, the men another, and the two to select a third.

The meeting then adjourned to meet again at 3:30 o'clock in the afternoon. At that time the committee made its report, which was to the effect that there could be no arbitration.

"We were shown some telegrams," said Chairman McIntosh of the committee, "which were to the effect that the men had acted in the wrong in going on a strike. One telegram was from W. A. Garretson, chief conductor of the National Railway Conductors, which informed the railroad officials that he had wired the chairman of the committee to instruct the men to return to work, that the national body would not support an illegal strike. Another was from P. H. Morrissey, grand master of the Brotherhood of Railway Trainmen, which was of the same tenor; and there was a third from John F. Hanahan, the grand master of the Brotherhood of Firemen and Enginemen, which went further and said that if the men did not return to work they would lose their charter."

"We had a conference lasting two hours, and we are forced to the conclusion that the men are in the wrong and that the railroad has nothing to arbitrate."

The report was accepted and the committee continued in power until

Events Yesterday in The Strike Situation

- Strikers were dismissed by the railroad company. : : :
- Meeting of citizens under auspices of Board of Trade, which appointed committee to wait on railroad officials. : : :
- Mail train run to Goldfield and thence to Mina, which will return this morning with mail from the outside. : : :
- Committee report back to citizens' meeting that railroad refuses to arbitrate on Cowan, and that they conclude that men are in the wrong. : : :
- Report received, and accepted, and the sense of the meeting is shown that the railroad company is in the right. : : :
- Committee of citizens from Goldfield come to demand that the railroad officials shall end the trouble. After conference they admit that they had acted hastily, and express the opinion that the railroad is in the right. : : :
- Chairman Schrader admits at night meeting of citizens that the men violated rules of their union in going on a strike. : : :
- Four men reported for duty at the railroad offices. : : :
- Grand officer of the national body of engineers on the way to Tonopah. : : :
- Superintendent Hedden says that he understands that men are on the way to take strikers' places, but would prefer to see the good men of the employes back at their old places. : : :
- Automobiles making the trip from here to Goldfield and to Mina to make connections with the Southern Pacific. : : :
- Supply of fresh meats will be exhausted today. : : :
- No coal to be had and very little wood. : : :

further notice. Mr. Degan said that it was his opinion that the men be informed individually that it would be the best policy on their part to return to work, for there was no chance

of their winning out. Attorney Sleight, who is attorney for the strikers, objected to this, saying that the men were the best judges of whether they should return to work or not. Then

DUNNE SAYS NO VIOLATION OF LAW

(By Associated Press.)
SAN FRANCISCO, Oct. 4.—Peter F. Dunne, general counsel for the Southern Pacific, said tonight that the interstate commerce law had not been violated by the Southern Pacific in making special rates within the State. He said: "Some interstate rates from Verdi to points in California were mentioned, but it appears that Verdi was only four miles across the California State line and was regarded as one of a group of northern California lumber points from which manufactured lumber went into southern California upon reduced rates in order to meet competition from the mills in Arizona. It appeared that these State rates were granted in order to meet water and steam competition in various localities through the State. The rate itself, as reduced, had not been printed, but the reason, from the testimony, was that it was not decided its competitor should know the pre-

DOCK LABORERS' GENERAL STRIKE

(By Associated Press.)
NEW ORLEANS, Oct. 3.—The Dock and Cotton Council of New Orleans, whose membership is made up of all classes of laborers, employed in connection with the shipping of this port, numbering about 12,000 men, voted this afternoon for a general strike. They demand an increase in wages. The rate of the rate and therefore the reduction in the rate was made by way of return voucher for overcharges. That these State rates were reduced, not because of favoritism, but to meet actual competition, was shown by every shipper who took the stand. With the whole simmered down to a conclusion, it is that the so-called rebates or refunds represented simply making of competitive rates on local shipments and that all shippers within the sphere of competition were treated alike."

False Rumor About Wages

"There has been a rumor started to the effect that the railroad company was going to reduce wages. This is absolutely without foundation. There was never any reference to the subject, and there is no intention nor inclination to cut down the wages, now or later, no matter whether our old men return, or whether we have an entirely new lot."

"J. F. HEDDEN."

It was moved that it be the sense of the meeting that the railroad was in the right, and the men in the wrong. That this was the sentiment of the meeting there was no doubt, but as it was intended to convey this to the men, it was decided to withdraw the motion, and let the committee have another chance to put the proposition to the company as to whether they would take the men back in a body, and dismiss Cowan. On that proposition the meeting adjourned till the evening.

At the meeting of the citizens at night, the strikers' committee was present, and the report of the committee was short and to the point. They had met the railroad men and they had refused to accept the proposition of going back to work as a whole, to the exclusion of Cowan.

Chairman Schrader spoke at the invitation of Chairman Davis, and he stated that the men were still going to remain out.

"We believe that we are right," he said, "and we are not going to give in. We do not admit that the act

of Cowan was insubordination. He did not refuse to take out the ore train, he only objected. We admit that in striking, we violated the rule of the union, and we will take our medicine, no matter how big the dose. It is true that we have not the support of the national bodies, but we are sticking out for principle. We do not propose to sacrifice Cowan at the expense of our manhood."

The meeting then went into executive session, and it was agreed that the executive committee of the Board of Trade should be at the services, either or both sides, whenever they were needed.

Superintendent Hedden said last night that he had heard that a grand officer of the engineers was on his way here, but could not say when he would arrive. He understood also that there were men on the way here to take the places of the discharged employes.

"I would much prefer," said he, "to have our own men back, for there are a great many good men among them; yes, fully 95 per cent of them."

FATAL ACCIDENT ON ELECTRIC ROAD

[By Associated Press.]
SACRAMENTO, Oct. 3.—Two men were killed and five injured about 7:20 o'clock this morning in an accident on the Northern Electric road. The accident happened at the north end of American River bridge, at point where the road curves slightly to the eastward. The train, consisting of two cars, rounded the curve and ran into two hand cars upon which Foreman Dennis J. Reagan and thirteen Greeks were riding. John A. Komatidis and P. Dacopoulos were killed.

Strikers Refuse to Obey Union Mandate

The strikers were ordered to go to work by the heads of their national bodies. Wires were received to that effect from W. A. Garretson, Chief Conductor of the National Railway Conductors; P. H. Morrissey, Grand Master of the Brotherhood of Railway Trainmen, and John F. Hanahan, Grand Master of the Brotherhood of Firemen and Enginemen. In addition to Hannahan's message was the threat that if his men did not return to work, their charter would be revoked.

In the face of this the men have refused to go to work. By their disobedience they have practically revoked their charters, so that they have no standing as union men whatever. If they go back to work they must go as individuals and not as union men. The unions will have to be reorganized, once the charter is revoked, and if the men should leave here, they cannot get positions as union men in any other place in the United States. That is the position in which the men have placed themselves by their own illegal action.

Goldfield Endorses Stand of Railroad

A mass meeting was held in Goldfield on Thursday night, and a committee was appointed to come up here and to demand of the railroad that the strike be fixed up, and the men be given their demands. The Goldfield people had not grasped the situation, and from all accounts they were going to make the fight for the men, right or wrong. They left for home yesterday evening, with the sentiment to take back to their constituents that the railroad was entirely right, and the men correspondingly wrong. The committee was composed of the following:

Senator W. V. Morehouse, chairman; J. P. Loftus, Judge Rogers, Arthur Weber, A. M. Dale, Walter C. Stone, Thos. D. Murphy, John S. Cook and C. G. Nagle.

After the conference with the railroad officials, Messrs. Morehouse, Loftus, Murphy, Rogers and Dale were seen and asked their opinion. Here is what they answered:

"The railroad is right, and the men are wrong."